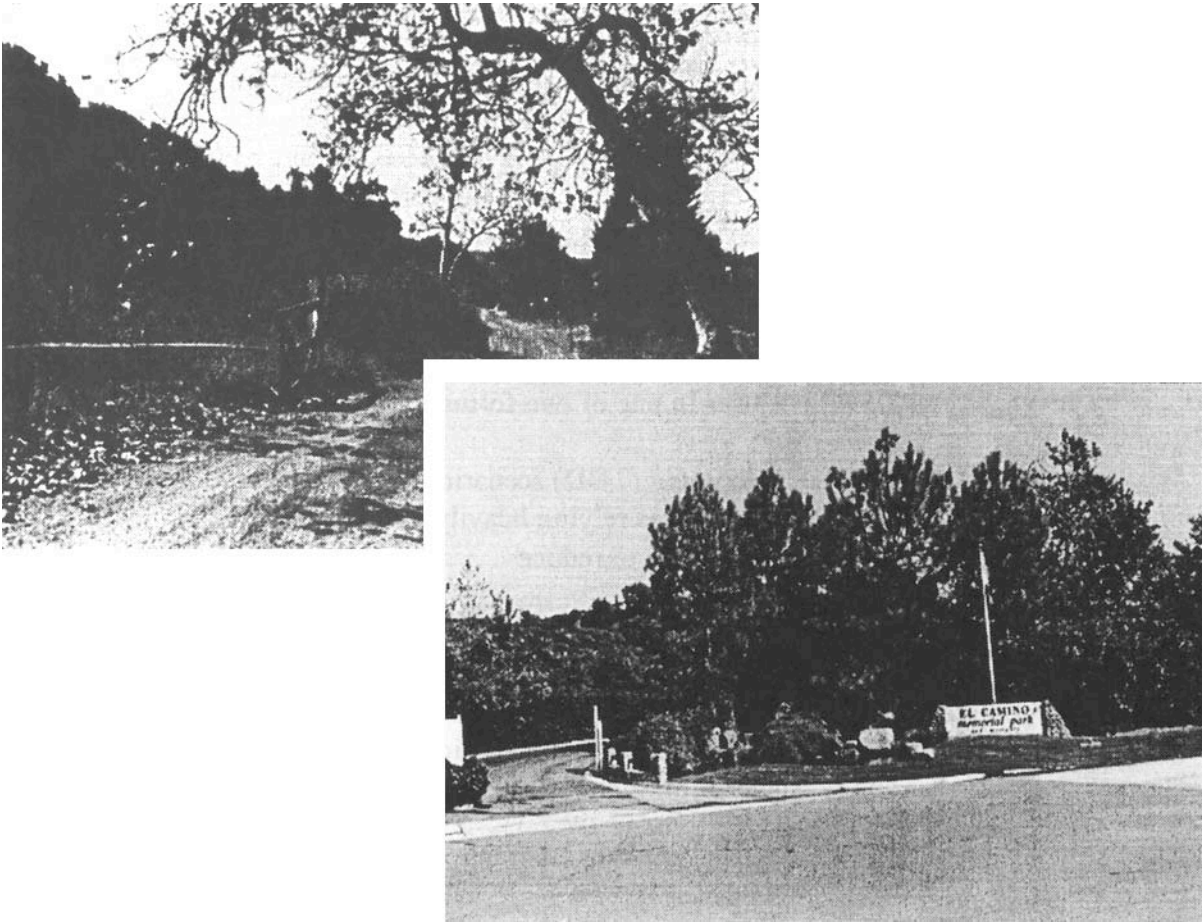
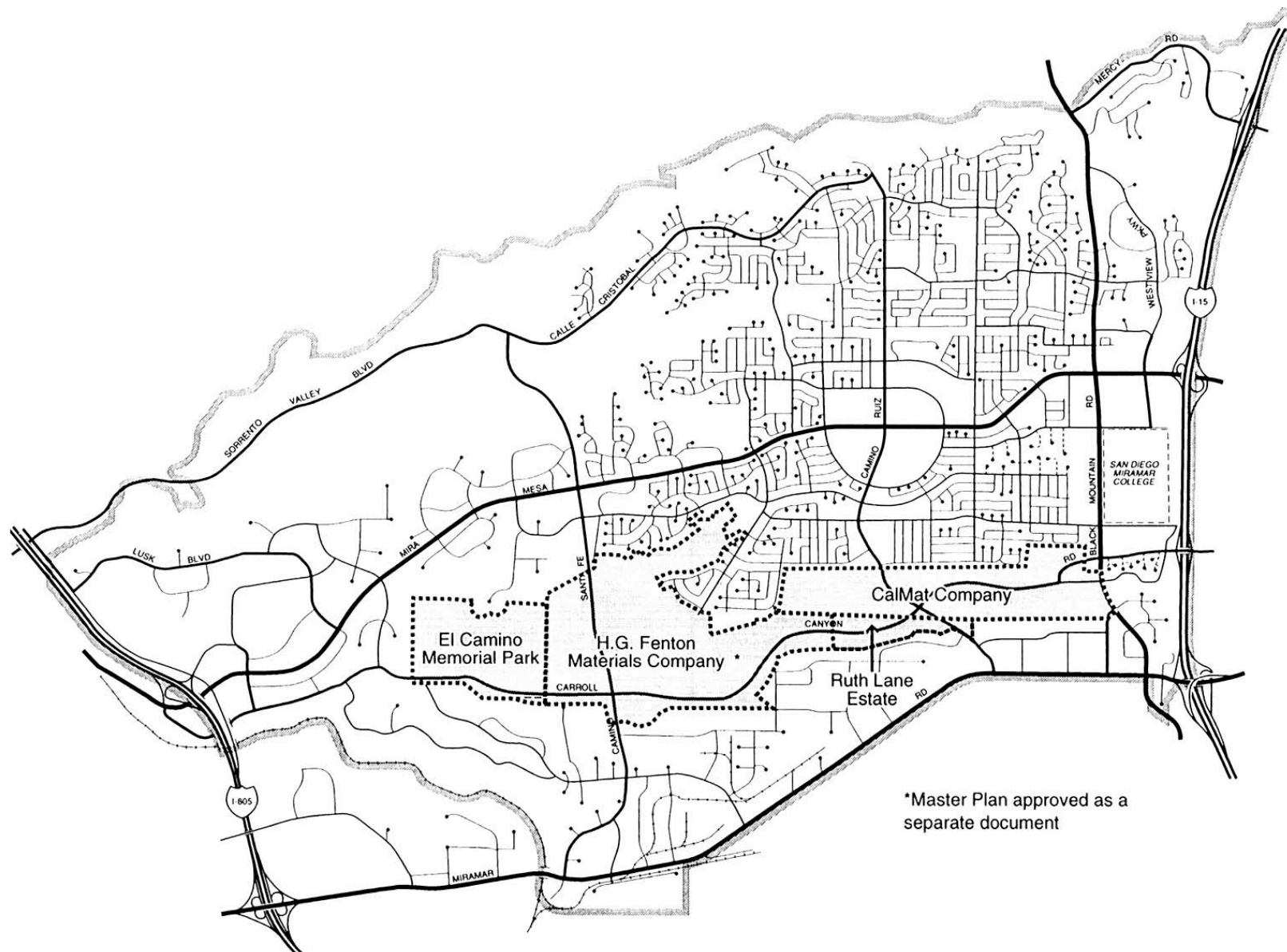

CARROLL CANYON MASTER PLAN AREA



This Plan designates approximately 1,100 acres in Carroll Canyon for future development under a master plan process. The Master Plan Area includes four properties as shown on **Figure 22**:

- Fenton Materials Company operates a mining facility on approximately 500 acres of their 573-acre site in accordance with Conditional Use Permit (CUP) No. 89-0585, which expires in the year 2015.
- The CalMat Company operates a mining facility on approximately 300 acres in accordance with CUP 315-2, which expires in the year 2006.
- The Ruth Lane Estate owns approximately 60 undeveloped acres, which are constrained by steep slopes and the floodplain; and
- El Camino Memorial Park operates a cemetery on a portion of their 200-acre site in accordance with CUP 4120.



Carroll Canyon Master Plan Area
Mira Mesa Community Plan

22
 FIGURE

As indicated above, approximately 800 acres of the Carroll Canyon Master Plan area are currently being used for aggregate, sand and gravel extraction and processing, and concrete and asphalt production. Although mining operations are expected to continue over a period of 20-30 years, some portions of these properties might become available for redevelopment before completion of mining activity and dismantling of the mining facilities.

Therefore, a master plan process will be required to establish the ultimate reclamation and redevelopment of the site, including restoration plans for Carroll Canyon Creek, suitable land uses, development intensity, development standards and a phasing and implementation program. Redevelopment plans for the mined sites will need to be coordinated with development plans for the Ruth Lane property and plans for further development within the cemetery property to ensure that the alignment of Carroll Canyon Road, the future LRT line, the proposed open space system and the design of Carroll Canyon Creek are planned comprehensively.

For the Fenton and CalMat properties, the master plan process shall be in the form of an amendment to this Plan. More detailed development proposals shall be processed as planned development permits for each phase of development. The Ruth Lane Estate property may be processed as a planned development permit and development plans for additional cemetery uses in disturbed areas of El Camino Memorial Park may be processed as a CUP amendment (without the need for Plan amendments) provided that the design of the creek and open space systems, the alignment of Carroll Canyon Road and plans for development that would support a future LRT line are coordinated with Fenton's and CalMat's plans.

The Master Plan Development Criteria

The following criteria shall be used in the preparation and evaluation of development proposals in the Carroll Canyon Master Plan area.

1. Expansion of cemetery uses within El Camino Memorial Park shall be subject to:
 - a. Restoration and preservation of the Rattlesnake Canyon floodplain as open space.
 - b. Placement of a non-building area easement over a 100-foot-wide corridor of lawn area east of the mortuary building and parking lot to permit wildlife movement between Rattlesnake Canyon and Carroll Canyon Creek.
 - c. The Rattlesnake Canyon open space corridor should remain free of any recreational use or trails. Improvements for flood control and utility purposes may be permitted.
2. The Fenton, CalMat and Ruth Lane properties should be developed with a mix of uses in one of two forms:
 - a. A Transit-Oriented Development (TOD) scenario with an intensive mix of land uses relying heavily on the LRT or other transit forms to reduce automobile use; or

- b. A more conventional development scenario with the predominant use being industrial/business parks. Commercial uses that provide convenience services to employees and residents within the community service area should also be provided.

Transit-Oriented Development: *San Diego, along with a number of other growing metropolitan regions throughout the country, is increasingly faced with a crisis of many dimensions: mounting traffic congestion, diminishing affordable housing, receding open space, threatened wildlife, urban sprawl, air pollution and socially isolated communities. In order to address the various problems associated with urban sprawl development and encourage land conservation, the City's Land Guidance Program began working with a consultant and a committee of design professionals and community members to develop land use policies and design guidelines directed at reducing automobile dependence in support of alternative forms of transportation. The Transit-Oriented Development Design Guidelines were prepared to provide strategies for accommodating projected growth in the City while maintaining its quality of life and allowing for continued economic viability.*

A TOD is a land use strategy that is designed to lessen the dependence on the automobile and increase the viability of transit ridership. Theoretically, traffic volumes may be higher with a TOD than a conventional development. These additional automobile trips will, however, be offset by increased transit ridership as well as pedestrian and bicycle trips. Therefore, there is an opportunity to increase development intensities to support transit without increasing traffic congestion.

In either scenario, projects should be designed to provide for several transportation alternatives including walking, bicycling and transit ridership. The selection of either the conventional or the TOD mixed-use development scenario should be based on a particular site's potential as a transit stop (see **Figure 12**). The TOD design concepts and development intensities should be applied to locations within a reasonable walking distance from a transit stop, while areas farther from transit may be developed utilizing a more conventional design.

Under the TOD scenario, the intensity of land uses should be greatest where they occur near an LRT station or transit center. Intensities should decrease as the distance from transit stations increases. Additionally, the intensity of use may be greater than that allowed with conventional development due to a realized reduction in traffic associated with an increase in transportation options.

Residential development should be provided to encourage housing opportunities near employment centers. Accordingly, higher density residential development should be permitted to support the intensity of uses envisioned in the TOD and to create a viable neighborhood within Carroll Canyon.

3. An analysis of all public facilities needed to support residential development, particularly schools and parks, must be conducted by the developer if residential uses are proposed. If existing public facilities are not able to support residential development, the needed facilities must be provided on-site in order for residential development to proceed.
4. A detailed phasing program for the development of projects and the provision of public facilities, with timing and financial responsibilities clearly identified, shall be included in the master plan.
5. Right-of-way for the future LRT alignment should be dedicated as adjacent properties develop. Due to an anticipated decrease in traffic volumes assumed with the LRT and TOD design, variations in design standards for Carroll Canyon Road should also be examined with future projects.
6. Carroll Canyon Creek shall be developed as a project amenity and shall be revegetated and enhanced as an east-west open space system from El Camino Memorial Park on the west to Black Mountain Road on the east. The creek should be integrated with surrounding natural or restored open space through the use of native riparian and oak woodland species and pedestrian linkages.
7. Roadways crossing the open space system shall be minimized except where they are necessary to implement a multi-modal transportation system for development around a proposed transit stop.
8. Where Rattlesnake Canyon has been disturbed by mining and related activities or cemetery uses, it shall be restored and enhanced.
9. In order to provide for the alignment of Carroll Canyon Road and a potential LRT line, the Carroll Canyon floodplain may be reconfigured provided that it incorporates the following:
 - a. Although engineering requirements must be met, the recreation of a contiguous riparian habitat for wildlife (most likely to be species compatible with urban activity) shall be emphasized in the design of the flood channel.
 - b. A wider channel design that will slow flood flows should be used, rather than accelerating the flow through a steep, narrow channel.
 - c. The creek channel shall vary in width using 200 feet as a minimum standard. Portions of Carroll Canyon may be less than 200 feet if the Planning Director determines, through the master plan process, that future right-of-way widths required to construct Carroll Canyon Road and the trolley line make the 200-foot minimum infeasible.
 - d. A 50-foot minimum buffer shall be provided on each side of the creek channel. The buffer may include the bicycle and pedestrian trail on one side of the creek. This will ensure compatibility for both pedestrian activities and wildlife movement.

- e. Hindrances to wildlife movement should be avoided. Drop structures, channel banks and bottoms should not be too steep and the use of materials such as concrete and rip-rap should be limited. If possible, the channel should allow for wildlife passage as it crosses Camino Santa Fe.
 - f. The floodplain shall be revegetated with riparian plant habitat and the hydrological conditions necessary for maintenance of the habitat should be replicated. The riparian habitat should transition to restored or preserved upland habitat such as Oak Woodland, Coastal Sage Scrub, Grasslands and Maritime Chaparral.
 - g. Urban runoff should be passed through a filtering system before entering the creek channel. Additional filtration should occur within the creek channel to avoid the possibility of sediment and other contaminants entering Los Peñasquitos Lagoon.
 - h. A detailed plan of the flood channel design including cross sections, surfacing and planting materials shall be provided with the master plan.
10. An open space and wildlife corridor shall be provided connecting Rattlesnake and Carroll Canyons, alongside the Parkdale vernal pool preserve. The corridor may be designed as part of the manufactured slope created from sand and gravel extraction in the area. However, the slope design shall incorporate contour grading techniques to aid wildlife movement and shall be revegetated with native species to provide vegetation cover for wildlife. Although a pedestrian path should be provided to link Carroll Canyon development with the existing community at Parkdale Avenue, the path should be designed to minimize the impact on wildlife movement.
11. Proposed open space areas including Rattlesnake Canyon and Carroll Canyon Creek shall be retained as open space through dedication or easement. Responsibility for maintenance of these areas shall be identified in the master plan.
12. A landscaped buffer, with a minimum width of 50 feet, shall be provided between industrial uses and adjacent residential development immediately west of Camino Ruiz.
13. Landscaped medians and noncontiguous sidewalks should be included in street designs with consideration given to the specific requirements of transit and the future LRT line. A street tree program, establishing a landscape theme compatible with the restored riparian areas, shall be provided in the master plan.
14. Because Carroll Canyon development generally will be below the elevation of adjacent neighborhoods, rooftops should be designed to minimize visual impacts when viewed from nearby residential areas and public rights-of-way.
15. A 7.2-acre site east of Black Mountain Road, between Maya Linda and Carroll Center Road, and north of Maya Linda (Lots 3, 4 and 6 of Carroll Canyon Centre) may be developed prior to approval of the master plan for CalMat's Carroll Canyon site. This area shall be developed with retail, office and related uses under a planned commercial development permit. The PCD shall be incorporated into the master plan.

Requirements For Continued Mining Operations

The Surface Mining and Reclamation Act of 1975 requires that a reclamation plan be approved by the local jurisdiction for all new natural resource mining operations.

Extensions to existing conditional use permits may be considered if they are necessary to fully extract the aggregate resources in Carroll Canyon. Conditional use permit amendments shall be reviewed for conformance with the following guidelines:

1. Plans should include the planting and seeding of recontoured hillside areas with trees, shrubs and grasses which can be expected to exist on their own once established. Supplementary watering of plant materials and grass areas will be necessary to achieve establishment. The planting pattern and densities should be in keeping with the natural growth on adjacent unmined lands.
2. Variable slope ratios (horizontal and vertical) should be applied over reclaimed surfaces to more closely resemble natural hillsides.
3. Control of erosion of the reclaimed surface from natural runoff of storm waters or other water sources should be instituted.
4. Reclamation plans should include a provision for an open space corridor in Carroll Canyon.

